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THE HONGKONG DISPENSARY.

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Liebor's
P.O. Box, 33 Telephone No. 12DEATH.
On the 7th July, at Foochow, of enteritis,
COLIN BUCHANAN, late Marine Superintendent of
the Indo-China S. N. Co., Ltd., aged 57 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD (H.)
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 16th July, 1902.

No doubt the resignation at the present
moment of Lord SALISBURY and Sir
MICHAEL HICKS-BEACH will give rise to
some discussions on the age of statesmen,
and in connection with this it is interesting
to note the comparative ages of the various
members of the present British Cabinet.
Lord SALISBURY himself, though well over
seventy-two years old, was not the oldestmember of that body, being younger than
both Lord HALSBURY, who is seventy-six,
and Lord JAMES of HEREFORD, who is
seventy-three. Only five other Cabinet
Ministers are over sixty years of age—the
Duke of DEVONSHIRE reaching sixty-nine
on the 23rd of the present month. Mr.
CHAMBERLAIN, juvenile as he always
appears in his portraits, being sixty-six.
Sir MICHAEL HICKS-BEACH, the retiring
Chancellor of the Exchequer, sixty-five, Lord
ASHBOURNE, Lord Chancellor of Ireland,
sixty-four, and Earl CADOGAN sixty-two.
Under sixty, Lord LANSDOWNE and Mr.
HANBURY, President of the Board of Agriculture,
come first, both fifty-seven years old.
Lord GEORGE HAMILTON is one year less.
Our new Premier, Mr. A. J. BALFOUR, is
nearly fifty-four, having been born on the
25th July, 1848. He is thus more than a
year younger than Lord ROSEBURY, who,
however, was Prime Minister eight years ago.
Lord BALFOUR of BUELICH, is less
than a year his namesake's junior. Lord
LONDONDERRY and Mr. ALEX. DOUGLAS
are both fifty, the former reaching that
age to-day. The Premier's brother, Mr.
GERALD BARBOUR, President of the Board
of Trade, is forty-nine, a year older thanMr. W. H. LONG, President of the Local
Government Board. Mr. St. JOHN BROW-
NICK comes next, forty-six years old, while
Mr. C. T. RITCHIE, forty-three, has lived
a year more than the Earl of SELBYNE,
the junior member of the Cabinet, though
he fills the onerous post of First Lord of the
Admiralty. It may be fairly considered in
politics that a man is entitled to be called
young between the ages of forty and sixty.
Forty was the age which the Romans con-
sidered suitable for entry upon a political
career, and the standard has perhaps varied
but little since, though there have been
many very notable exceptions. At seventy,
at any rate, a statesman can but be con-
sidered old, and Lord SALISBURY's retire-
ment in his seventy-third year cannot be
regarded as premature. Rumours have
been freely circulated at home that a
duke-duk was to be awarded to the distin-
guished Prime Minister, but owing to
the incomplete state of the Coronation
honours list the rumours remain rum-
ours still. Whether this tribute be paid
to Lord SALISBURY or not makes little
difference, but it would be the
superficial mark of the esteem—uni-
versally felt, even by those who have been
Lord SALISBURY's severest critics (and
nowhere has criticism on his policy been
better founded than in connection with
Chinese affairs), for one who has had so
illustrious a career.H.M.S. Risaldo arrived from Sandakan
yesterday morning.The German mail of the 12th ult. was
delivered in London on the 14th inst.A concert (which is to include a farce) will
be given to-morrow evening, commencing at
nine o'clock, in the Kowloon Institute. The
object is to aid the funds.Stamp-collectors will be pleased to hear that
a stamp exchange club has been started in the
Colony. Intending members should apply to the
hon. secretary, Mr. C. Pelus, Military Hospital.According to an official telegram from the
Formosan Government early last week, four new
cases and three deaths from plague were re-
ported as having occurred in the Taipeh district,
with three cases and two deaths at Toshiyeh.
This makes the total number of cases from
January last 1,987, of which 1,516 have ended
fatally.The representative of the Hongkong and
Shanghai Banking Corporation informs us
that, subject to audit, the Directors of the
Bank will recommend at the forthcoming meet-
ing a dividend of £1 10s. per share; add to the
Reserve Fund, £500,000; write off from pro-
perty account £200,000; and carry forward
about £1,250,000.A Government Gazette Extraordinary issued
yesterday notified that vessels arriving at Foo-
chow from Hongkong will be inspected by the
Health Officer at that port before pratique is
granted. The same regulation applies also to
steamers arriving from Canton, Formosa,
Swatow, Amoy, or Ninghia, and to junks from
Hinghau, Amoy, or Formosa.The appearance presented by the big landscape
at the Kowloon Docks is such that one cannot
but wonder that no loss of life occurred. For-
tunately the face of the cutting in the hill-side
gave indications of the coming disaster, thus
enabling the workmen to make good their
escape. The precipitous bank of earth and rocks
had apparently been loosened by the recent
heavy rains, and that part which gave way was
behind the new workshop which is being com-
pleted and in which stands the immense steam-
hammer which was erected not long ago at great
cost, and with much labour. In its fall, the debris
crashed through the end of the new build-
ing and overthrew the hammer. The damage
done is considerable.The Kowloon Chronicle, which has been conduct-
ing a vigorous campaign against the complexion
given to news sent to the Times by its Tokyo
correspondent, concludes an article on the sub-
ject as follows:—This correspondent seems to be
quite untrammelled by considerations of veracity.
So long as such articles are restricted to the
columns of the Japan Mail, they can be ignored,
as the character of that journal is pretty well
known by this time. When they appear in the
Times as "from our correspondent" it seems
about time to protest. However, we believe the
power to work evil in that quarter will soon be
at an end. It remains for the Japanese Govern-
ment to consider how far such advocacy affects
its reputation or tends to the maintenance of
good relation with the Powers.Dr. Morrison wrote to the Times on the
12th ult.—The representative of the German
firm who lately submitted a wild scheme for
farming the opium revenues of certain prov-
inces of China has left Peking, his mission
having been unsuccessful, in spite of its
receiving support from Prince Ching, the
incredibly weak Minister who is entrusted with
the foreign relations of this misguided country.
The German representative now proceeds to
Wuchang to open negotiations with Chang
Chih-ting, his proposal having been favourably
entertained by Tsai Fung, Governor of Hubei.
The first province where it is proposed to farm
the opium revenue is Hankow, where Germany
is extending her influence with an unswerving
energy which contrasts so bitterly with British
inaction and indifference in the Yangtze
Valley.The Russian Grand Duke Boris was expected
to visit Corea before leaving for America on his
way home.The health returns for the city of Kobe for
the week ending the 6th inst. showed three cases
of suspected cholera and one death, while three
cases remained under treatment.A "shareholder" is anxious to know why
the annual general meeting of Messrs. Campbell,
Moore & Co., Ltd., has not yet been held, as
the official year of this successful company
terminated in December last? The accounts
are said to have been made up in April last.Major Kajikawa, military attaché in the
Japanese Legation at Peking, committed suicide
early on the morning of the 2nd inst. by cutting
his throat with a small sword. The deceased
officer was suffering from nervous trouble, having
recently obtained no sleep, and had been heard
lamenting being unable to do full duty.A recent meeting of Chinese students in
Tokyo is reported to have been notable for the
spirit which moved the speakers, who spoke in
Japanese. Some of the students had cut off
their queues and were dressed in the latest
Parisian fashions. The Chinese girls who
attended were dressed like Japanese schoolgirls,
and even their figures were done in imitation
of the elaborate head-dress of the Japanese.It is the intention of the Sultan of Kelantan,
who recently paid a lengthy visit to Singapore,
to leave for Europe soon. He will go direct to
London, and after remaining there about three
months, during which time he hopes to complete
his business, he will make a tour of the Continental
capitals, following much the same route
as that the King of Siam went over a few years
ago. It is understood that the Sultan will be
accompanied on the tour by his European advisers.Bangkok versions of the object of the Siam, as
Vice-Minister of the Interior's visit to Europe
are in addition to those already mentioned:—
(1) The negotiation of a foreign loan for
the purpose of enlarging the Siamese navy,
making it nearly equal to that of Japan, in
view of a possible alliance between those two
countries for offensive and defensive purposes.
(2) Bringing out another batch of legal advisers.
(3) Making arrangements for the provision of an
adequate water supply to Bangkok.The New York Press takes a humorous view
of the arrest of "Colonel" Lynch. The Post
says that the Government, in the flush of
a long-desired peace and in the midst of the
Coronation solemnities has an Irish traitor on
its hands and the Irish members on its nerves,
merits unqualified commiseration. The Sun
says that "Colonel" Lynch is a white elephant.
To keep him out of Parliament, yet not to
punish him, is the nut which the Government
has to crack. The New York Times thinks
that "Colonel" Lynch is a white elephant.
To keep him out of Parliament, yet not to
punish him, is the nut which the Government
has to crack.The U.S. Consul-General at Hongkong says
in his report:—Cotton socks and rubber shoes
meet with a ready sale in this district. There
has been a growing demand for both these
articles in recent years and they are coming to be
regarded as necessities. The poorer classes in
Southern China have in the past worn
nothing on their feet and most of them still go
barefoot. There is, however, an increasing
tendency to wear cotton socks and rubber shoes,
which is likely to cause a large demand for
both articles in the future. They are now
supplied by English and German manu-
facturers, principally the latter.There will be an almost unlimited market for the sale
of cotton socks in China as they come to be
more and more worn. The rubber shoes sold in
Southern China are similar to those manu-
factured in the United States, except that they
are slightly heavier and are shaped like a native
shoe.The Hamburg correspondent of the L. & C. Express
writes:—At the fall of the year a larger
body of relief troops will be sent out to Kiao-
chau, for which purpose the Government has
resolved only to take volunteers for three years
service. Although numerous young men have
already given in their names, the requirements
are not yet covered, as in selecting the men care
is taken that they are fit for tropical service.
Why qualities are required from the men to
live in a tropical climate, it is difficult to under-
stand, for according to personal experience the
climate at Kiao-chau is anything but tropical
and much more equal to that of Western
Germany. At the same time those with a
knowledge of some branch of business are
preferred—another measure I cannot com-
prehend, as Kiao-chau in my opinion will never
be populated principally by white men and for
a native population the Chinese tradesmen are
certainly sufficient.The 15th at 10.50 a.m. The depression in
the South is moving towards W.N.W. and lies
now off the S.W. coast of Luzon.The barometer is falling on the China coast,
rising over the Southern Philippines. Pressure
remains low over N. China and the Sea of
Japan. Light S. winds on the China coast to
the North of Hongkong.Forecast:—Light or moderate S.E. backing
to E. breezes; fair.

THE HEALTH OF HONGKONG.

Four fresh plague cases were reported up to
noon yesterday, all fatal. One victim was an
European employed at She U-ching custom
house in the New Territory. The other three
were Chinese found dead in Ching Ching
Street, Hill Road, and Victoria View, Kowloon.The European case referred to is that of
William Power, who as stated was an em-
ployee in the Imperial Maritime Customs. The
deceased, who is a big, heavy man, with
numerous friends in the Colony, took a sampan
in the harbour from the Customs launch She U-
Ching, with the purpose, it is said, of being rowed
to a spot near to the hospital. On the way
he suddenly turned very ill, and the old Chinese
woman pulling the sampan became alarmed and
rowed for the Shantung police station, where
she alighted and informed Inspector Robertson
of the occurrence. Mr. Power was found lying
unconscious in the bottom of the sampan, and
was transferred to an ambulance for conveyance
to the hospital, but he died on the way. In the
pocket were found papers disclosing the
identity of the deceased, whose body was taken
to the mortuary for medical inspection.A despatch dated Vancouver (B.C.), June 5,
says:—One of the most unique undertakings
ever taken in hand in British Columbia was
the scheme of a German firm to farm the opium
revenue of certain provinces of China. The
scheme was submitted to the Chinese Government
in 1898, and was accepted. The firm, however,
had no capital, and the Chinese Government
had to supply the money. The scheme was
never carried out, and the Chinese Government
now has to pay the Chinese opium revenue
out of its own pockets.The P.M. steamer City of Peking arrived at
Manila at 10 a.m. on the 14th inst., and will
probably be despatched to Hongkong this
evening. The steamer was owned by a
Chinese firm, and was built in China. The
Chinese Government has taken over the
steamer, and it is now being used for
transportation purposes.Mr. Harry E. Falford, C.M.G., H.B.M.
Counsel, Newchwang, has been elected a Fellow
of the Royal Colonial Institute.It is possible, though it is not yet officially
stated, that the Royal Welsh Fusiliers will
proceed to the North West Province of India
next October.The U. S. S. Brooklyn, in command of Captain
Joseph B. Coghlan, U.S.N., sailed at the
beginning of the month for England, bearing
the remains of the late Lord Pauncefote, late
British Ambassador to the United States.The Nationalist opponents of M. Combes,
the new French Premier, though rather quiet
and reserving their attack until the Cabinet
gets to work, bitterly point out, however, the
fact that, instead of choosing M. Etienne as
Minister of the Colonies, as was first intended,
M. Combes has chosen M. Doumergue, who the
Nationalists claim is an Anglophile, and who,
being a Protestant, has always favoured the
spread of English influence rather than that
of France.The following is from the *Straits Times*:—A
Manila paper states that hogs (as beachcom-
bers) life there is still increasing, despite
stringent efforts of the police and detectives.The majority are said to be ex-American
soldiers. Which reminds us that when the
Hongkong papers

THE CORONATION REVIEW.

WHAT SHOULD HAVE BEEN.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 12th June.

The first naval port of this vast Empire is in consequence of the great Naval Review that is to be held at Spithead on Saturday, the 20th inst. Among the large assembly will be the cruiser *Orlando*, Commander Philip H. Colclough who is acting Captain, which has just arrived from the China Station. This vessel has received orders to prepare for the great day and will pay off about the middle of July.

For this review Admiral Sir C. F. Holman, G.C.V.O., Commander-in-Chief at the Port, will be in command and will hoist his flag temporarily on the new battleship *London*, Captain J. E. C. Godrich.

A notable feature on this occasion is that there will be twenty-four English admirals taking part in the day's doings, whilst about twelve of them will fly their flags; this not counting the Foreign Admirals. The following is a complete list of the foreign ships to be present, and it may be noticed that the President *Nunniante*, Argentine training ship, well known in Hongkong, is amongst the number.

Argentina—Presidente *Sarmiento*, 2,750 tons; training ship.Chili—*Chacabuco*, 4,500 tons; cruiser.Denmark—*Hertug Trolle*, 3,470 tons; battleship.France—*Montcalm*, 2,500 tons; armoured cruiser.Germany—Kaiser *Friedrich III*, 11,150 tons; battleship.Greece—*Peara*, 4,850 tons; battleship.Italy—*Carlo Alberto*, 6,800 tons; armoured cruiser.Japan—*Asama*, 9,750 tons; armoured cruiser.

Tunisia, 4,160 tons; cruiser.

Netherlands—*Holland*, 3,900 tons; cruiser.Norway—*Norge*, 3,847 tons; battleship.Portugal—*Dom Carlos I*, 4,100 tons; cruiser.Russia—*Pobeda*, 12,600 tons; battleship.Spain—Emperor *Carlos V*, 9,235 tons; armoured cruiser.Sweden—*Oden*, 3,500 tons; battleship.United States—*Illinois*, 11,565 tons; battleship.Austria is the only naval Power that at present is not represented. The United States will also have in English waters the *Albion* and *Chicago*.

The day's proceedings will commence at 12.30 noon, when a signal gun will be fired from the flagship *London* for all private vessels to remove from the Review ground by 1.30. At two o'clock the King will leave Portsmouth Harbour and be received with the usual salutes, and the completion of the Review will be indicated by a signal gun fired from each of the British flagships. Then private vessels can again cruise amongst the Fleet until 8.30 p.m., when preparations are made for the magnificent display of illuminations of the Fleet. At 11 p.m. His Majesty will again pass through the review, and at 12 midnight all illuminations will be by signal suddenly and simultaneously extinguished; then immediately afterwards a Royal salute will be fired by the entire fleet—a rather novel feature, a midnight salute.

THE "ORLANDO" AT HOME.

The arrival here of the cruiser *Orlando* last week from China has given the inhabitants great interest; as the crew were in the heroic defence of the British Legation at Peking, and also for the gallant dash of Admiral Sir E. H. Seymour for the relief. I have had a chat with the officers and men, and can gather some interesting details which, perhaps, have never been published.

During the siege of Peking Sergeant Preston, R.M.L.I., and the Armourers were specially mentioned by the British Ambassador for their bravery, and the former has been awarded the Distinguished Conduct Medal. The opinion of the Chinese soldiers is "They are all right at a game of long bows, but they can't stand cold steel. If one can only get at them away they run," said an officer to me. Leading Seaman George has been given the conspicuous gallantry medal and the United States has conferred the gold medal for valour upon him for his conspicuous and brave conduct in saving the junks full of wounded under a very heavy fire. Sergeant Johnson has also received the Distinguished Conduct Medal and Leading Signalman Swanson has had the Conspicuous Gallantry Medal and Stoker Steward Tuller has been specially promoted for service rendered at Peking.

A very sad event has marked the cruise home, and that is the death of Captain J. H. T. Burks just before arrival at Aden. He had been ill for about ten days, and the day before arriving he died of cerebral hemorrhage and was buried at Aden with all the honour due to his position.

From my correspondent at Devonport I hear that a flag captured from a piratical junk in Chinese waters by the gunboat *Proteus*, Lieutenant A. H. Oldham, has been presented to the Devonport Public Library.

The Vancouver *World* says: "Australian lacrosse men have evidently arrived at the conclusion that it will be some time before an all-Canadian team will visit the Antipodes, and are now discussing the prospects of an Australian twelve-man tour of Canada, opening with a match in this city."

BEWARE

of the Party offering inducements of

MACNIVEN & CAMERON'S PAINTS.

"They come as a boon and a blessing to men. The Pickwick, the Owl, and the Warbury Pen. Sold at all Stationers."

MACHINERY & CARRIERS, Ltd., Waverley Work

Edinburgh.

RAUB AUSTRALIAN GOLD MINING CO.

The eighth annual meeting of the above company was held at the registered offices, Queen Street, Brisbane, on 28th May, Mr. James Forsyth, M.L.A., being voted to the chair.

The CHAIRMAN, in moving the adoption of the report and balance-sheet, stated that, taken all round, the figures as shown must be regarded as satisfactory to the shareholders. In the profit and loss account, the amount appearing to the debit at the beginning of the financial year was £12,812 13s. 6d. and although a large amount of nearly £16,000 had been written off for depreciation, the profit and loss at the end of the year showed a deficiency of £353 19s. 10d. only. This proved that the result of last year's actual mining had really been preferable to the extent of nearly £23,000. He (the chairman) desired to point out that in Mr. Curle's report, which was furnished to the shareholders last year, the available ore reserves mentioned therein were given as 40,000 tons. Yet on reference to the manager's report now issued for the year the total amount of ore crushed was 33,224 tons. This proved to his mind that the ore reserves have been under-estimated by Mr. Curle, as no report had reached the directors that any serious diminution had taken place in these reserves. This was a matter for the shareholders to ponder over. The question of reduction of expenses in connection with the surface work at the mines was

engaging the serious attention of both the Singapore and Brisbane boards, and, without a doubt, if the same results were obtained from crushing during the coming twelve months, it was more than probable that the figures now produced would be much improved upon.

Two new mines had been started during the year—namely, Stope Mine and Bokit Neophyte. Two of the subsidiary companies at Raub had been obtaining gold, and the third, the Queensland Gold Mining Company, would shortly have their own battery at W.I.K.

Mr. BAILY seconded the motion, which, after a few remarks from Mr. Harry Webb, was carried unanimously.

The retiring directors, the Hon. Robert Phillips, Messrs. de Burgh Persse, James Forsyth, and G. F. Scott, also the auditor, Mr. T. A. Bond, were re-elected at the same re-organisation as formerly.

A vote of thanks to the chairman terminated the proceedings.

MURDER BY A FRENCHMAN AT SINGAPORE.

The *Singapore Free Press* gives the following account of a terrible affair at Tanjong Pagar on the 6th inst., the result of which has been a verdict of wilful murder against a Frenchman.

"A shocking affair occurred at Tanjong Pagar in the early hours of yesterday morning, resulting in the death of a poor rickshaw-cooper. About 3 a.m., the Malay constable on duty at Tanjong Pagar Police Station was horrified at the appearance of a rickshaw-cooper running towards the station streaming with blood. When he reached the building he collapsed at the sentry's feet. Blood was pouring from a gaping wound in the unfortunate man's throat and on his back were many ugly stabs and gashes, apparently caused by some sharp cutting instrument. Before he could be questioned, however, the man had died. Thoroughly alarmed, the constable, a sergeant, availed himself of a lantern and with a party set out to probe the mystery. Nor had they to go far doing so. Along Kepel Road, townwards, was a thick trail of blood. Following this for about a hundred yards, a rickshaw was found in the road with blood spattered on the shafts in all directions and still beyond this led the grey track. For yet another two hundred yards the Police followed the wet, red line till it came to a dead halt on the little iron bridge over Kepel Road about 300 yards from the police station. Here, without doubt, the ghastly crime had been committed, for the roadway was a thick stream of blood lying in thick streams on the red dust. Here the unfortunate victim had been brutally stabbed and had with superhuman energy, dragged his rickshaw 20 yards farther, ere, nearly exhausted, he had at last got the shafts and road, panting, to the Police Station, where he collapsed. The searching party now returned to the Police Station and communicated with the Detective Station with the result that Sergeants Frayne and Brace were soon on the scene of the murder. As they were proceeding along Kepel Road, when about 150 yards from the Police Station, they met a man, evidently a European, who was walking in the direction of the station. On seeing the detectives, he quickened his steps, and when they followed and came up with him, the man was stopped and searched, when his clothing was found to be saturated with blood, coat, trousers, and singlet alike, and a search revealed a blood-stained razor in one of the coat pockets. He could speak no English, but was immediately arrested and taken to the Police Station, where later he was confronted with the body of the murdered cooperator and denied any knowledge of the man or murder. He further said he was a French subject, and gave his name as Josef Goin. He had come here by the German mail steamer *Tasman* and had applied at the French Consulate for a passage to France and he was to have left for Macassar by the *Guadalquivir*. He missed that steamer however, and since then had been living at 56, Queen St.—a Filipino eating house. He denied all knowledge of the murder.

"Goin is a well-built man between forty and fifty years of age. He has a good appearance, but looks a determined individual. When arrested he was smelling of drink and it is thought this may have something to do with the murder. A medical examination of the murdered cooperator showed that his jugular vein had been cleanly severed. The inquest was held at 10 a.m. this afternoon."

The *Singapore Free Press* says: "It is not ascertained who the Frenchman is, and very little seems to be known about him. It has been suggested that he is an escaped convict from New Caledonia."

The inquest was held on the 8th inst. to investigate the cause of the death of the cooperator. The hearing of the evidence was concluded in the afternoon, and the verdict was "murder, amounting to murder against the Frenchman, Josef Goin." The only evidence made by him, there being nothing either in the possession of the French Consul or the authorities in Singapore to corroborate what he says. From what the accused has stated, it would appear that his name is Josef Goin, that he is a Frenchman, born in France. He stated that he was separated from the French penal settlement in New Caledonia, by means of a cutter, which he along with three other runaways captured in the harbour of Noumea, the capital of the settlement. Their stolen boat was wrecked near New Guinea, and they were picked up by the German mail steamer *Tasman*, which brought them to Singapore.

SZECHUEN.

Chengtu, 14th June.
CONTINUED DROUGHT

is seriously affecting the price of rice, and poor people are already suffering much. These districts which come within the scope of the irrigation works of this plain are all right, but a large part of the farming land still depends for water upon the rains, and these this year are remarkably late.

RECRUITS FOR "BOXERISM."

Favoured by conditions caused by the drought, "Boxerism" is making extraordinary headway in Szechuen. So far as we know, the first Boxers began their propaganda in a small way about the beginning of this Chinese year. Last month two battles took place between the Viceroy's troops and the Boxers, the first at Tzayngshian, less than three hundred li away, the second near Anyuehien, not much farther away, in a slightly different direction. Result in each case, victory for the Government troops, and disaster to the Boxers. A dozen were killed outright, others wounded, and later twelve heads were exposed at two of the city gates of Tzayng. The Boxers were supposed to have been dealt a severe blow by these two actions, and so it was; but the outcome seems to have been a scattering of the seed, to spring up with mushroom rapidity in scores of market towns and villages, and about 100,000 men are now in Boxer drill.

News comes steadily of Boxer drill in

Germany four millions (a four-fold increase) and Japan two millions. Of these countries Russia has practically no open seaboard, save in the Far East, and the same may be said of Germany. Other forms of State organisation are practised on a rapidly increasing scale by these Powers in the shape of hostile tacit, subsidies, protective rates, and the support given by the various Governments through their diplomatic and Consular services to the enterprise and commerce of their nationals.

How do these facts compare with the organisation of Great and Greater Britain, with its total population of about fifty millions, of which roughly forty millions must be credited to the mother country, so that about one-fourth of our people live over sea? Our normal expenditure on military organisation is put down by Mr. Colquhoun at twenty millions, though so low a figure will probably never be reached again; and our naval expenditure is thirty-one millions, eight times as much as that of Germany, and three times as much as that of Russia. But our naval expenditure does not keep pace with that of the other great Powers.

The little islands of ours, standing alone, have the inestimable advantages of a superior Navy,

and a wealth of commerce unequalled by any foreign State. Yet the mother country is almost entirely dependent upon foreign countries for its food supplies and raw materials. It is a workshop, a huge hive of industry, but its prosperity depends almost entirely on supplies from abroad, and to ensure those supplies maritime strength is a first necessity.

Thus, in our scattered overseas dominions, we

have producing countries dependent on maritime supremacy of the world and for the importation of manufactures. None is capable of self-support. Yet we have just been shown by

the Slipping Trust that our position as regards the mercantile marine is not secure as we thought; and Mr. Colquhoun says that a greater and less contentious process has transpired a great part of our carrying trade in the Far East to German ships. The appearance of formidable rivals in every portion of the globe, who are able to do business with our colonies, is not calculated to strengthen the Empire or to bring the colonies and the mother country closer together.

NEWCHWANG.

Meers Bush Bros. of Newchwang, in their trade circular, dated June 7th, say:

The present slackness in the demand for tonnage is due to the detention of the beam-raft up river, the dry weather rendering the river shallow and un-navigable. Produce is lying stored up in large quantities at Tung Changtung, 600 li (or 200 miles) up river, small lots coming forward occasionally by train from Tschingling, another of the principal depots, which is within ten miles of the railroad. This means of transportation is, however, only used as a last resource by the natives owing to the exposure of the cargo, and uncertainty as to the arrival of the train at its destination. To-day's quotations are:

Beans..... 8.30 per 100 cwt.

Beans..... 6.50 per 100 cwt.

Bean Oil..... 5.60 per 100 cwt.

The steamship *Huan* arrived yesterday from Tientsin with railway coals as passengers:

almost immediately upon the landing of these coals several corpses were discovered in the streets, and on the men being rounded up several were found to be sickening. In all 85 deaths from cholera occurred yesterday among these railway men, and the authorities have consequently decided to impose medical examination upon all steamers arriving from China port, in addition to the quarantining of steamers from Tientsin, in addition to medical inspection being left open for the present.

Many disturbing rumours have been circulated recently in regard to the growing unrest in the interior, and it is reported that "Boxers" have appeared openly in the vicinity of Kai-Yuan. So far these reports are directly attributed to Russian sources. An outbreak of any kind inland would doubtless militate against the evacuation of the port by the Russian Military and Provincial Civil Administrations.

THE REVENUE OF THE FEDERATED MALAY STATES.

The total revenue of the Federated Malay States during last year amounted to \$7,541,597, as compared with \$14,009,838.8 in the previous year, and is the highest figure yet attained. The expenditure came to \$17,275,158 as compared with \$12,728,931.

In explanation of the increased total of expenditure the Resident-General says that the "Federal" expenditure of the two years, 1900 and 1901, is included in the figures given for 1901, hitherto it had been the practice to include the "Federal" expenditure of one year in the account of the preceding year; henceforth the "Federal" expenditure of the year will be brought to account in the year during which it occurs.

Similar remarks apply to revenue. The proper figures for comparison, therefore, are:

1900..... 1901.....

Revenue..... \$15,029,808..... \$17,275,158

Expenditure..... 12,728,931..... 16,403,175

Under revenue the principal increase (\$1,021,224) is under license, due to an arrangement by which the rent payable by the Penang General Farmer was increased, and to the reletting of the Negri Sembilan Farm.

Under expenditure the chief increases are contributed by the Departments of Public Works and Railways; and Personal emoluments, owing mainly to the grant of Exchange Compensation Allowance on behalf of the Government, which has always insisted on buying supplies in a closed market, railroads have proved poor financing for the little kingdom, if one is to judge by her Government reports.

The opinion is gaining ground that the present method is a decided mistake, and a change is being looked for. The only private railroad in the country is now paying 7 per cent, and at times it has paid a much higher rate.

With the open tender, which would grant to the department the same right that is exercised by the private corporation to buy in the world's market wherever terms can be found most favourable for the State, there is every reason to believe that a long step would be taken toward making the larger Governmental plants pay as well as the smaller private venture.

NATIONAL GRANTS TO GREAT SOLDIERS.

We take the following list from the London *Daily Chronicle*:

Date of March, 1872, £5,000 a year, charged on the Post Office. After the victory at Shantung, the estate at Woodstock.

Lord Redway, defeated the French fleet, in the West Indies, 1782, £23,000 a year in perpetuity.

Lord Nelson, after Trafalgar, 1805, £25,000 in perpetuity.

Lord Wellington, after Peninsula War, 1815, £24,000 a year, charged on the Post Office. After the victory at Waterloo, £26,000 for the purchase of Stratfield Saye.

Lord Kean, after Afghan War, 1839, £2,000 a year for two lives.

Lord Hardinge, after Sikh War,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be confined until so demanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.R.C., 5th Ed. Lieut's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at 6 P.M. on TUESDAY, 22nd JULY, on the CLUB PREMISES.

C. G. PRITCHARD, Major, Honorary Secretary, Peak Club, Hongkong, 16th July, 1902. [1944]

NISSON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE. THE Company's Steamship

"SANUKI MARU".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 16th inst.

Goods not cleared by the 22nd inst. will be subject to rent.

All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognized.

NISSON YUSEN KAISHA, Hongkong, 15th July, 1902. [1943]

NEW ADVERTISEMENTS

KOWLOON INSTITUTE

CONCERT

Will be held in aid of the Funds of the above Institute.

TO-MORROW (THURSDAY), 17TH JULY, AT 9 P.M.

FARCE ENTITLED "POOR PILLICODDY."

Tickets 51 and 50 Cents.

Hongkong, 16th July, 1902. [1949]

NOTICE.

THE PARTNERSHIP between the undersigned was Dissolved by Mutual Consent on the 12th July, 1902.

W. LYEAUGHT & SON, Hongkong, 16th July, 1902. [1943]

NOTICE.

FROM the date Mr. JOOSEB HAJEE OF NOORDIN, alias LAU-LAI-POO, Cleaned to be the Comprador to my Firm.

Mr. LO CHUP LUK has from this date been appointed COMPRADORE to my Firm and is responsible for all future dealings.

MAHOMED HAJEE ESSACK ELLIAS, Hongkong, 15th July, 1902. [1947]

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY, EDINBURGH AND LONDON.

ESTABLISHED 1824.

CAPITAL £10,000,000. Invested Funds, £4,900,000. Annual Income, £1,00,000. Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to—

SANDER, WIELER & CO., Agents in Hongkong.

Hongkong, 16th July, 1902. [1945]

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half-year ended 30th June, 1902 of Four Dollars per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 25th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 23th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th July, 1902. [1946]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th instant (both days inclusive).

By Order of the Board of Directors.

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited.

General Agents: The West Point Building Co., Limited.

Hongkong, 15th July, 1902. [1948]

FOR SWAFOW.

THE Steamship

"TAILEE,"

Captain H. Michaelson, will be despatched for the above port on FRIDAY, the 18th inst., at 1 P.M.

For Freight or Passage, apply to—

MEYER & CO., Agents.

Hongkong, 16th July, 1902. [1942]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to—

DAVID SASSON & CO., LTD., Agents.

Hongkong, 16th July, 1902. [1927]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALEBIE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all claims must be sent in to the Office of the undersigned before NOON, on the 20th of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 20th of July will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 14th July, 1902. [1893]

NOTICE.

THE ANNUAL GENERAL MEETING of the PEAK CLUB will be held at 6 P.M. on TUESDAY, 22nd JULY, on the CLUB PREMISES.

C. G. PRITCHARD, Major, Honorary Secretary, Peak Club, Hongkong, 16th July, 1902. [1944]

NISSON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 16th inst.

Goods not cleared by the 22nd inst. will be subject to rent.

All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 25th inst., or claims in connection therewith will not be recognized.

NISSON YUSEN KAISHA, Hongkong, 15th July, 1902. [1943]

NOTICE.

THE PARTNERSHIP between the undersigned was Dissolved by Mutual Consent on the 12th July, 1902.

W. LYEAUGHT & SON, Hongkong, 16th July, 1902. [1943]

NOTICE.

AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

ESTABLISHED 1894.

C. G. LYEAUGHT, Agent.

Hongkong, 16th July, 1902. [1943]

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, Port Said, Aden, Karachi, Bombay, Colombo, Penang and Singapore.

THE Steamship

"CHINA".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sap Wan Godown Lot No. 1295-4.

Optional Cargo will be discharged here unless notice to the contrary is given immediately. This Steamer brings Cargo from Levant ports ex.s.s. Euterpe and s.s. Elysia.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 22nd of July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 22nd of July will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO., Agents.

Hongkong, 15th July, 1902. [1942]

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

ESTABLISHED 1824.

CAPITAL £10,000,000. Invested Funds, £4,900,000. Annual Income, £1,00,000. Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to—

SANDER, WIELER & CO., Agents in Hongkong.

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NAGASAKICODE WORDS "DOCK," NAGASAKI.
A. I. A. B. C. Scott's and Engineering Code.DOCK No. 1 (at TATEGAMI).
Extreme Length 525 feet.
Length on Blocks 513 "

Width of Entrance on Top 89 "

Width of Entrance on Bottom 77 "

Water on Blocks at Spring Tide 281 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length 371 feet.
Length on Blocks 350 "

Width of Entrance on Top 66 "

Width of Entrance on Bottom 53 "

Water on Blocks at Spring Tide 202 "

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.The COMPANY has a SALVAGE
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with POWERFUL SALVAGE PLANT

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AND HONG LIST FOR THE FAR EAST

FOR

1902.

THE FORTIETH ANNUAL ISSUE.

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ports and cities of the Far East, from Nether-
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in each case it can be made, but each Colony,
Port or Settlement is prefaced by a DESCRIPT-
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which will serve as accurate GUIDES FOR THETourist, giving every detail in connection with
the places their History, Topography, &c., &c.The Information in these Descriptions con-
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with facts concisely set out, and containing
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Port, would alone suffice to fill a large volume.The CHRONICLE and DIRECTORY, al-
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AERATED WATERS MANUFACTORY,
Works West Point, or F. P. DANENBERG,
Telephone No. 367. Price List and Order
Book on Application.

Hongkong, 17th June, 1902.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE WORLD-MASTERS,

BY
GEORGE GRIFFITH,
Author of "The Angel of the Revolution,"
"Brothers of the Chair," "The Justice
of Revenge," "A Honeymoon
in Space," &c., &c.

[COPYRIGHT.]

CHAPTER XXVI.
(Continued.)On the morning of the eleventh day the
French President, who had been drawn along
the useless railway from Paris to Calais by
relays of horses harnessed to a light truck
running on wheels of paper-mache, embarked
for Dover on board a fishing lugger. Twelve
hours before the German Emperor had sailed
from Cuxhaven, which he had reached by rail
with infinite difficulty and after a dozen break-
downs, for Harwich in a fast wood-built schooner
yacht.During the last four or five days there had
had very little communication between the
Continent and England. All English steamers,
including warships, had been forbidden to pass
the three-mile limit. By happy accident the
Channel Fleet and the Home Defence Squadron
had anchored in British waters after the main
events just before. Miss Chrystie pointed that
the best, nay, the only thing that Europe, in
my persons, can do, is to place itself in the
hands of His Majesty King Edward. We have
been enemies, but he is the friend of all of us,
and if any man on earth can and will do right
it is he."And even from Paris," added the President
when the Emperor had finished. "I have been
four days travelling. I came to Calais in a
truck drawn by horses along the railway, and
from Calais in a fishing boat. Gentlemen, if
I may venture to advise, I would suggest that
the best, nay, the only thing that Europe, in
my persons, can do, is to place itself in the
hands of His Majesty King Edward. We have
been enemies, but he is the friend of all of us,
and if any man on earth can and will do right
it is he."I fully agree with Monsieur le President,"
said the Kaiser. "We are helpless and he can
help us. For my own part I place the interests
of Germany unreservedly in his hands."After this it was impossible for the Ministers
of the other Powers to hold back, and so a joint
note was drawn up and then, paying King
Edward to accept office of mediator between the
garrulous powers and these uncrowned monarchs
who, from their isolation in the midst of the far-
off northern wilderness, had proved their title
to reign by demonstrating their power
to render the nations helpless at their will.The only communication that was now
possible with Canada and therefore with Boothia
Land, so far as means of aero-graphic messages
transmitted from one station to another, via
the North of Scotland, the Faroes, Iceland,
Greenland, and Newfoundland, where the
soil, which they did almost at the same time,
the growing latitude of the last few days
varied.

These are truly the Fortunate Isles just

now, exclaimed the Kaiser, as he drew his first

breath of the cool English air. "A few moments
and I am a man again. Then that circular
which we all laughed at so was true!"He went on to himself. "Yes, everything seems
going on as usual. They seem to be caring as
little about the state of Europe as they did
about the African war. Why, there's a train
running as easily as though the railways of
Europe were not strewn with wrecks."Then he turned to the aide-de-camp who had
accompanied him, and said:"You Kriegsamt—but no, you had better keep
quiet. Be good enough to go and see when
there is a fast train to London, and then we
will get something to eat."The Emperor and his aide were both in
ordinary yachting costume, and the points of the
famous moustache had been dropped downwards.The aide came back to the yacht in a few
minutes, saying that there was a fast train to
London in forty minutes. His Majesty dined
briefly but well at the Great Eastern Hotel, and
presently found himself speeding swiftly and
smoothly and with an improved sense of security
towards London.The French President experienced practically
the same sensations when he landed at Dover
and took the train to Charing Cross. Every-
thing was going on just as usual. They were
even doing target practice with the big guns
from Dover Castle; and as he heard the boom
of the cannon, he thought with a shudder of
what had happened only a day or two before
to the great French siege-guns before Metz and
Strasbourg.All he noticed out of the common was that the
Kaiser noticed, two lines of great steel mesh
along the coast and clumps of them on every
island. From what he had already
heard from General Duerre, he half-guessed that
those were the means through which the earth
received the vast volume of electricity given off
from the Works in Boothia Land, and that it
was thus that the magnetic equilibrium was kept
undisturbed.In London nothing seemed altered. Every-
body was going about his daily business as
though no such Continent as Europe existed, so
the President and the Kaiser, wondering greatly,
both went and put up at Claridge's, and there,
to their mutual astonishment, recognised each
other. Both were strictly incognitos, both rec-
ognised fully that the state of affairs in Europe
had reached the limits of the possible, and both
guessed that they had come practically on the
same errand, wherefore Kaiser bowed to Pres-
ident and President bowed to Kaiser, after which
they shook hands, took wine together, and like a
couple of good sportsmen proceeded a little later
on to discuss the situation in the Kaiser's
private sitting-room.The result of an interesting and momentous
conversation was that the Kaiser sent his aide
with an autograph letter to Buckingham Palace
requesting the honour of an interview with
the Emperor for himself and the President.The answer was a Royal brougham and pair
and cordial invitation to the two potentates
whom fate and the great Storage Trust had
brought so strangely together, to step at the
Palace.Nearly the whole of the next day was occupied
in interviews between the three rulers and also
with the Ministers of the great Powers who
were still in London. The American Minister
and the English manager of the Great Storage
Trust were present at most of them. At the
end of a lengthy discussion on the status quo
the Kaiser confessed in his usual frank, mirth-
filled manner that, not only Germany, but Europe
was helpless in face of the invisible but
tremendous force which the Trust had shown
itself capable of exercising."We are beaten," he said, "and it would be
only foolishness to hide the fact. Our ships
are helpless hulks, most of them wrecks, our
trains will not run, our machinery will not
work, our guns will not shoot. Within three
days we have gone back to the Middle Ages
beyond them—for even if we had armour you
could break it with one, he added with a laugh
at his own expense.There are over ten millions of men carrying
arms they cannot use, and hundreds of thousands
of these men are starving because the railways
are useless, and no food can be got to them. It
would be absurd were it not so great a tragedy,
but since we cannot fight we must arrange our
differences some other way. What do you say,
Monsieur le President?"I say as your Majesty does," replied
Monsieur le President, in his blunt commonsense
fashion; "and since these gentlemen of the
Trust have shown us how helpless fleets and
armies may be rendered, perhaps Europe may
be induced to seek for some more reasonable
method of arranging disputes than by the
shedding of blood."

I most sincerely hope so," said King Edward.

before I could pledge him to any course re-
sembling surrender.""My dear Count," said the Kaiser, turning
towards him with a laugh, "I am afraid you
hardly realise the position. It would take you
at the very least three weeks, possibly six, to
reach Petersburg. You forget that all the
mechanical triumphs of civilisation are for the
present a thing of the past. There are no
telegraphs, railways. Neither horses nor
men are capable of any great exertion, and
their strength is becoming less every hour.
Petersburg is further from London to-day than
Pekin was a month ago.""And even from Paris," added the President,
when the Emperor had finished. "I have been
four days travelling. I came to Calais in a
truck drawn by horses along the railway, and
from Calais in a fishing boat. Gentlemen, if
I may venture to advise, I would suggest that
the best, nay, the only thing that Europe, in
my persons, can do, is to place itself in the
hands of His Majesty King Edward. We have
been enemies, but he is the friend of all of us,
and if any man on earth can and will do right
it is he."

While they were talking the French Expedi-

tion, of which one of the ships had broken down

and been compelled to rest at Halifax, delaying

both expeditions over a week, in addition to the
costly round Cape Adelais and proceeded

to anchor. There were now six armed vessels

in the Bay, at a distance of about four miles

from the Works.

(To be continued.)

hundreds of trained sailors, runners and
marines on board. The Works were withineasy range of the Bay, where the Russian ships
were ever now coming to anchor. Surein the face of such a force—a force which could
wreak even these tremendous Works, the
Masters of the World could do nothing but
surrender. At the same time she would havegiven a good deal to have had in her pocket the
dainty little revolver which she knew Miss

Chrystie had in her.

While they were talking the French Expedi-

tion, of which one of the ships had broken down

and been compelled to rest at Halifax, delaying

both expeditions over a week, in addition to the
costly round Cape Adelais and proceeded

to anchor. There were now six armed vessels

in the Bay, at a distance of about four miles

from the Works.

(To be continued.)

[PUBLISHED BY SPECIAL ARRANGEMENT.]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LIMITED.A N INTERIM DIVIDEND of Six
Dollars per Share for six months ending
30th June, 1902, will be payable on the 29th
inst., on which date Dividend Warrants may
be obtained on application at the Company's
Office.The TRANSFER BOOKS of the Company
will be CLOSED from the 21st to the 29th
inst., both days inclusive.

By Order of the Board of Directors.

A. SHELTON HOOKE,
Secretary.

Hongkong, 14th July, 1902. [1902]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 5th AUGUST, at 12 o'clock
NOON, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from 23rd July to the 5th
August, inclusive.

By Order of the Board of Directors.

T. ARNOLD,
Secretary.

Hongkong, 15th July, 1902. [1902]

THE FUNJOM MINING COMPANY,
LIMITED.

IN Accordance with Articles Nos. 23

VESSELS ADVERTISED AS LOADING.

To ascertain the discharge of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring near Kowloon, are included, nearest Hongkong, A, midway between Hongkong and Kowloon, B, and those vessels berthed at the Kowloon Wharf, C, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENAL	Brit. str.		A. L. Valentini	P. & O. S. N. CO.	On 19th inst. at Noon.
LONDON	SARPEDON	Brit. str.		Clark	BUTTERFIELD & SWINE	On 22nd inst.
LONDON & ANTWERP via SUEZ CANAL	BENEDI	Brit. str.		A. F. Street	GIBB, LIVINGSTON & CO.	To-morrow.
LONDON	MALACCA	Brit. str.		Bee	P. & O. S. N. CO.	On 25th inst. at Noon.
LONDON via SUEZ CANAL	BENIABERS	Brit. str.			GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON	ULYSSES	Brit. str.			BUTTERFIELD & SWINE	On 5th August.
LONDON & ANTWERP	TELEMACHUS	Brit. str.			BUTTERFIELD & SWINE	On 10th August.
LONDON	ANTENOR	Brit. str.			BUTTERFIELD & SWINE	On 2nd September.
LONDON	DABDANUS	Brit. str.			BUTTERFIELD & SWINE	On 10th September.
LIVERPOOL DIRECT	PYTHIUS	Jap. str.			BUTTERFIELD & SWINE	On 20th September.
MARSEILLE, LONDON & ANTWERP via SUEZ CANAL	KAWACHI MARU	Jap. str.		J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
MARSEILLE, &c. via PORTS OF CALL	ANNAM	French str.		Sullivan	MESSENGERS MARITIMES	On 28th inst. at 1 P.M.
BREMEN via PORTS OF CALL	SACHEM	Ger. str.		V. Franke	MELCHERS & CO.	On 24th inst. at Noon.
SILESIA	C. PEER LAERZ	Ger. str.		Eagle	HAMBURG-AMERIKA LINIE	On 30th inst.
WURZBURG	von Bismarck	Ger. str.		Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
KONIGSBERG	ANDALUSIA	Ger. str.		Mayr	HAMBURG-AMERIKA LINIE	On 2nd August.
ATHOLL	INDRAMAYO	Brit. str.		von Dohren	DOWDELL & CO. LIMITED	On 29th inst.
RADNOFSHIRE	BENCLUECH	Brit. str.		Thompson	JADELINE, MATTHESON & CO.	On 11th August.
NEW YORK	COMET	Brit. str.		Davis	SHewan, TOME & CO.	On 20th inst.
NEW YORK	VERONA	Brit. str.			REUTER, BROCKELMANN & CO.	On 31st inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.			CARLOWITZ & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.		F. F. Benten	SHewan, TOME & CO.	On 25th inst.
NEW YORK	H. Pybus R.N.D.	Canadian Pacific R. Co.			On or about 17th August.	
NEW YORK via SUEZ CANAL	H. Mowatt	Canadian Pacific R. Co.			On 18th inst. at Noon.	
ATHENIAN	D. Barton	Canadian Pacific R. Co.			On 26th inst.	
CLAVERING	H. Christensen	Dowdell & Co. Limited			On 2nd inst.	
TOSSA-MARU	J. W. Ekstrand	NIPPON YUSEN KAISHA			On 25th inst. at 1 P.M.	
KAGA-MARU		NIPPON YUSEN KAISHA			On 11th August. at 1 P.M.	
INDRAVELLI	Craven	Portland & Asiatic S.S. Co.			On 26th inst.	
AIRLINE	St. John George	GIBB, LIVINGSTON & CO.			To-morrow, at 10 A.M.	
TAIWAN		BUTTERFIELD & SWINE			On 20th inst.	
YAWATA MARU	A. E. Moses	NIPPON YUSEN KAISHA			On 2nd August. at Noon.	
CHINA	Mosca	SANDER, WILLE & CO.			On 18th inst. at Noon.	
SANUKI MARU	W. Townsend	NIPPON YUSEN KAISHA			On 18th inst. at 4 P.M.	
IPUMI MARU	C. H. Butler	NIPPON YUSEN KAISHA			On 20th inst. at Noon.	
TISNAN	F. L. Sommer	BUTTERFIELD & SWINE			On 22nd inst.	
HARATA MARU	H. Fraser	EAST ASIATIC TRADING CO. LTD			On 1st August. at Daylight.	
KAMAGA MARU	Schmitt	BUTTERFIELD & SWINE			On 25th inst. at Noon.	
HELMANN MENZELL		P. & O. S. N. CO.			On 26th inst.	
NANCHANG		POOR & LOCKSTONE, R. & B.			To-day, at 4 P.M.	
WOOSUNG		BUTTERFIELD & SWINE			To-morrow.	
BAGLAHAT		P. & O. S. N. CO.			On or about 18th inst.	
DAGIN MARU		MITSUI BUSSAN KAISHA			On 20th inst.	
ANDING MARU		MITSUI BUSSAN KAISHA			To-day.	
PAKHOI		MITSUI BUSSAN KAISHA			To-morrow.	
MAIDUPU MARU		MITSUI BUSSAN KAISHA			On 23rd inst.	
TAHLE		MAYER & CO.			On 18th inst. at 2 P.M.	
SUNGKIAN		BUTTERFIELD & SWINE			To-day.	
KAIPOONG		BUTTERFIELD & SWINE			On 29th inst.	
PERLA		BUTTERFIELD & SWINE			To-day, at 3 P.M.	
YUNBANG		JADELINE, MATTHESON & CO.			On 18th inst. at 4:30 P.M.	
ROSETTA MARU		MITSUI BUSSAN KAISHA			On 24th inst. at Noon.	
HOSHIMA MARU		NIPPON YUSEN KAISHA			On 18th inst. at Noon.	
LIGHTNING		DAVID SASOON & CO. LTD			On 19th inst. at 3 P.M.	

SHIPPING.

VESSELS ON THE BERTH

ASIA-VAL.

FOR CHEFOO AND NEWCHWANG.

THE Steamer

"HERMANN MENZELL," Captain Schmitt, will be despatched as above TO-DAY, the 16th inst., at 4 P.M. For Freight, apply to EAST ASIATIC TRADING CO. LTD., Agents.

Hongkong, 8th July, 1902.

[940]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamer.

"PERLA," Captain G. T. Baxland, will be despatched as above TO-DAY, the 16th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 11th July, 1902.

[1012]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DAWSON and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamer

"ARLIE"

Captain St. John George, will be despatched for the above ports TO-MORROW, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st July, 1902.

[1038]

BEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP via SUEZ CANAL.

THE Steamer

"BENEDI"

Captain Clark, will be despatched as above TO-MORROW, the 17th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th July, 1902.

[1035]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamer

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 18th July, at 4:30 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JADELINE, MATTHESON & CO., General Managers.

Hongkong, 15th July, 1902.

[1028]

PROPOSED SAILINGS FROM HONGKONG.

"ATHOLL" ... About 31st July.

"LENOX" ... 14th Aug.

"HEATHBURN" ... 21st Aug.

"RICHMOND CASTLE" ... 7th Sept.

"AFRIDIT" ... 20th Sept.

"HILLGLEN" ... 30th Sept.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 16th July, 1902.

[1011]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.D. ... WEDNESDAY, 18th July.

R.M.S. "ATHENIAN" ... Comdr. H. Mowatt ... SATURDAY, 28th July.

R.M.S. "EMPEROR OF CHINA" ... Comdr. R. Archibald, R.N.D. ... WEDNESDAY, 6th Aug.

R.M.S. "EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.D. ... WEDNESDAY, 27th Aug.

R.M.S. "TARTAR" ... Comdr. E. Beetham, R.N.D. ... WEDNESDAY, 10th Sept.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS, (the Company having received the highest award for same at recent Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM GLASGOW and LIVERPOOL...	"ANTENOR".....	DUE On 31st July.
GLASGOW and LIVERPOOL...	"DARDANUS".....	On 8th August.
GLASGOW and LIVERPOOL...	"PROMETHEUS".....	On 14th August.
GLASGOW and LIVERPOOL...	"PYRUS".....	On 26th August.
GLASGOW and LIVERPOOL...	"DIOMED".....	On 28th August.
GLASGOW and LIVERPOOL...	"JASON".....	On 3rd September.

HOMEBWARDS.

FOR LONDON.....	"SARPEDON".....	TO SAIL On 22nd July.
LONDON.....	"ULYSSES".....	On 5th August.
LONDON and ANTWERP.....	"TELEMACHUS".....	On 10th August.
LONDON.....	"ANTENOR".....	On 2nd September.
LONDON.....	"DARDANUS".....	On 16th September.
LIVERPOOL DIRECT.....	"PYRUS".....	On 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. C.

Hongkong, 15th July, 1902.

"SHIRE" LINE OF STEAMERS
FOR NEW YORK VIA SUEZ CANAL
THE Steamship"RADNORSHIRE".....
will be despatched for the above port on
SUNDAY, the 6th July.
For Freight, apply to
SHEWAN, TOME & CO.,
Agents, Shive Line,
Hongkong, 30th June, 1902. [1751]

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